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CENTRAL	INTELLIGENCE AGENCY

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INFORMATION REPORT

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COUNTRY	F
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Poland

DATE DISTR.

13 December 1951

SUBJECT

Harbor Instellations in Danzig

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SUPPLEMENT TO REPORT NO.

50X1-HUM

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THIS IS UNEVALUATED INFORMATION

50X1-HUM

- 1. In Danzig-Neufahrwasser (54°24°N/18°40°E), at the foot of the jetty which is on the starboard side when a ship is entering the harbor, there is a wooden guard house from which a searchlight can be operated. There must also be other technical installations there, since canvas covers were observed under which instruments were kept. A permanent force of 10 men who serviced the equipment and stood watch was also observed there from 15 to 17 December 1950.
- $2_{\,o}$ The commercial harbor (Free Harbor) has been reconstructed and the dredging operations there are completed, (1)
- 3. In the Ammunition Harbor ("esterplatte) operations to clear away the wreck continued. On 15 December 1950 a floating crane unloaded ammunition from a covered barge.

 Judging from the size of the wooden boxes (about 800 mm long) it was ammunition for guns of about 200-mm. Near the harbor were billets for a guard unit of about 30 men. (2)
- 4. The quay on the south side in Neufahrwasser was under repair at the time of observation, with the portion adjacent to the lighthouse completed. The quay was being reconstructed of wood, the same material as had been previously used.
- 5. On 6 January 1951 no work was done on the wreck lying in the Ammunition Basin (Westerplatte). Two covered barges were unloaded by a floating crane. The area was very closely guarded. A relief guard unit consisted of 30 to 40 men armed with
- 6. For about two months, guard duty for the combined harbor district of Danzig-Gdynia was performed almost exclusively by personnel of the Polish Navy.
- 7. In January 1951 repair work to the quay on the south side was nearly finished. This quay was designed for general cargo handling.

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8°	The maximum loading capacity in the Goal Marbor in January 1991 was about
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	oravering cranes available. The actual capacity responds belt no much the
	the lack of coal and trimmers. (3)

The quay installations in the Free Marbor of Denzig-Newighryasser were not damaged. A new shed, 25 meters wide, on the north side, extended the 50X1-HUM total length of the quay. A railroad track had recently been laid between this shed and the quay. No craves had yet been erected. In the south side were two large sheds, five 6-ton cranes, and a track. On the mastern side was a large stone building, used by the customs authorities. 50X1-HUM

10. All buildings in the Schichau Chipyard had been reconditioned by November 1950. The shippard seemed to be efficient with 6 to 7 new voscols of about 2,000 tons each lying there. Two of then had been delivered to the U.G.S.A. The other ships were also said to be designated for delivery to the U.S.B.R. The propelling plant was to be a 1,000 HP-engine built by the Skeda works in Silosia. The boilers and screw probel'ers were procure an 1950. Five semi-finished drifters were in the yard at the same time. (4) 50X1-HUM

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These observations confirm previous reports. Nork in the herbor basin, which has been declared a free harbor, is now completed. Principally goods in transit are handled in Danzig.

(2) The harbor basin on esterolatte, was seized in 1925 from the Independent Free State of Danzig by the Poles to erect an amunition dump. The largely-destroyed herbor basin seems still to be used by the Poles for transshipping ammunition.

These statements agree with previous information.

Up to now it was only known that one ship, formerly called the 1-szy May and renamed the Pervomaysk, 1,945 GRT, had been taken over by the VaSaSaRa Four more ships of the same size have since been launched from the shippard.

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